

# REPORT / RECOMMENDATION



**To:** MAYOR AND COUNCIL

**Agenda Item #:** VIII. E.

**From:** Wayne D. Houle, PE, Director of Engineering

**Action** ☒

**Date:** November 20, 2012

**Discussion** ☐

**Information** ☐

**Subject:** Resolution No. 2012-153 Tracy Avenue Speed Limit

## **Action Requested:**

Adopt Resolution No. 2012-153 to reduce the speed limit to 25 mph along Tracy Avenue from Benton Avenue to Vernon Avenue due to Tracy Avenue being a designated bicycle lane.

## **Information / Background:**

This action is a housekeeping measure. During the March 6, 2012, project hearing, the City Council included in the motion ordering the project to also reduce the speed limit to 25 mph; see attached minutes. The roadway was reconstructed this past summer and is currently signed for 25 mph. This resolution will enable our public safety staff to enforce the 25 mph speed limit.

## **Attachments:**

Resolution No. 2012-153  
March 6, 2012 City Council Minutes



**RESOLUTION NO. 2012-153  
DESIGNATING A 25 MPH SPEED LIMIT ON  
TRACY AVENUE  
BETWEEN BENTON AVENUE AND VERNON AVENUE**

**WHEREAS**, the City Council adopted Resolution No. 2012-35 receiving the feasibility report for roadway improvements for Tracy Avenue at the February 21, 2012, City Council meeting; and

**WHEREAS**, the City Council adopted Resolution No. 2012-41 ordering improvements for Tracy Avenue at the March 6, 2012, City Council meeting; and

**WHEREAS**, the City Council directed staff to implement bike lanes along the corridor at the March 6, 2012, City Council meeting; and

**WHEREAS**, State Statute 160.263 Subd. 4 provides that the City Council may designate a safe speed for any street or highway under its authority upon which is has established a bicycle lane provided that such safe speed shall not be lower than 25 miles per hour; and

**NOW THEREFORE, BE IT RESOLVED** that the City Council of the City of Edina, designates the speed limit on Tracy Avenue between Benton Avenue to Vernon Avenue (Hennepin County Road 158), as 25 miles per hour, and authorizes the re-signing of the speed limit signs on this section of roadway from 30 mph to 25 mph.

Dated: November 20, 2012

Attest: \_\_\_\_\_  
Debra A. Mangen, City Clerk

\_\_\_\_\_  
James B. Hovland, Mayor

STATE OF MINNESOTA)  
COUNTY OF HENNEPIN) SS  
CITY OF EDINA )

**CERTIFICATE OF CITY CLERK**

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of November 20, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Clerk

**ENGINEERING DEPARTMENT**

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**Member Swenson made a motion, seconded by Member Brindle, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

The Council indicated it would not want tenancy to drive design aesthetics and support was expressed to look at other options. **Member Sprague made a motion, seconded by Member Bennett, to table consideration of Ordinance 2012-9, amending the Zoning Ordinance to establish a PUD, Planned Unit Development District at 6996 France Avenue, and Resolution No. 2012-39, approving a Final Rezoning and Final Development Plan for FE 70 LLC at 6996 France Avenue, to the March 20, 2012, Council meeting.**

The Council acknowledged that when the preliminary design was approved, much discussion occurred relating to how this building created a visual tie-in with aesthetics of neighboring buildings across France Avenue. However, the final site plan included a substantive change at a most visible corner, possibly necessitating review through the site plan process. Ms. Aaker indicated the Council had until May 1, 2012, to act on this application.

Mr. Dovolis sketched a compromise design to lower the Vitamin Store signage and insert false glass into the upper half of the second story, which would better mimic the second story of the AmeriTrade corner. The Council pointed out another variation was the loss of overhang articulation at windows and doors, and asked Mr. Dovolis to address how to better balance the loss of "soaring" articulation at the corner of the building. The Council recommended the updated rendering incorporate the issues raised, include an option of a stone band above the glass, and more accurately reflect building colors and materials. Mr. Dovolis stated he would provide the new rendering in both black and white and a hand-colored rendering. The Council acknowledged that the attraction of a PUD was the flexibility offered to the proponent; however, it had to balance with obtaining public benefit.

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

**VI.C. TRACY AVENUE ROADWAY IMPROVEMENT NO. BA-368 – RESOLUTION NO. 2012-41 ADOPTED**

*City Engineer Presentation*

Director of Public Works/City Engineer Houle summarized the Tracy Avenue Roadway Improvement No. BA-368 and advised staff found this project was necessary, cost effective and feasible. He indicated this project would be assessed under Statute 429.

Andrew Plowman, WSB & Associates, 701 Xenia Avenue S., identified the project area, described existing conditions, and the proposed improvement to streets, sidewalks, bike lanes, and roundabout at Tracy and Benton Avenues. The preliminary project cost was estimated at \$1,287,400 with the City paying \$495,000, Municipal State Aid paying \$651,000, and benefitting properties assessed \$141,400. There would be 32 Residential Equivalent Units (REU) assessed at a cost of \$4,418.75/REU; and nine properties would be assessed at one-third REU; one property would be assessed at 4 REUs, and 25 properties would be assessed at each one REU. Mr. Plowman presented the project schedule. Mr. Plowman displayed four alternatives considered for Tracy/Benton Avenue intersection and resulting costs. Reconstruction with the current configuration was estimated to cost \$100,000; the proposed roundabout was estimated to cost \$165,000; a partial realignment of the intersection was estimated to cost \$225,000, and full realignment of the west leg of the intersection was estimated to cost \$238,000.

The Council asked questions of Mr. Plowman relating to the driver's experience when approaching and driving through the roundabout, resulting in heightened awareness of the driveway. Mr. Plowman stated the travel lane width would be reduced to 11 feet which also resulted in traffic calming. Mr. Houle stated staff asked the school district for input on this design and it had indicated no concerns relating to bus traffic, drop off areas, roundabout, or the intersection alignment. Mr. Plowman and Mr. Houle

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acknowledged that correspondence from the School District stated that 'the current intersection arrangement does not create limits for bus travel at the school.

The Council addressed the travel pattern for pedestrians and methods to enhance crossing safety. Mr. Houle doubted this intersection would meet warrants for flashing lights; however, bump outs were proposed to reduce the width of pedestrian path to cross the roadway.

The Council discussed the proposed single-lane roundabout design. Mr. Houle indicated the Police Chief submitted a memorandum in support, but the Fire Chief indicated the roundabout was too small for fire trucks. Mr. Plowman stated WSB ran modeling for the City's current fire trucks and determined there would be a 4.5 second loss on call response assuming the fire truck would traverse at 30 mph and go through the stop sign compared to traveling the elliptical roundabout at 15 miles per hour. The Council asked whether an off-set intersection design would also calm traffic. Mr. Plowman answered that stop signs were not considered to be methods for calming traffic and additional benefits of roundabouts were reduction of fuel consumption and emissions. He noted a roundabout also enhanced pedestrian safety in having to cross only one lane of traffic at a time, the refuge island, and need to look for traffic in only one direction.

Mr. Plowman and Mr. Houle acknowledged that there have been no crashes reported at the intersection of Tracy and Benton in records dating back to 2001. Mr. Plowman also acknowledged that the most recent traffic volumes for the intersection had been measured in 1997, 1998 and 2001, were under 400 vehicles per day on Benton west of Tracy, and that traffic speeds had not been measured.

Mr. Houle presented the recommendation of the ETC that the offset intersection at Benton/Tracy Avenue alignment remain as is with the remaining portion of the corridor to retain the sidewalk along the easterly side of the corridor, northbound parking bay which included bump outs at the intersection of Grove Street, Warden Avenue, and Hawkes Terrace, northbound bike lane, northbound through lane, southbound through lane and southbound bike lane. Mr. Houle stated that ETC members had indicated support for seeking a variance to reduce the travel lane to 10 feet. He indicated staff could prepare a submittal for a variance to reduce the travel lane, if desired.

Mayor Hovland opened the public hearing at 9:02 p.m.

### Public Testimony

Alex Johnson, 5844 St. Johns Avenue, addressed the Council in support of the proposed bike lanes.

Steve Enck, 5700 Benton Avenue, addressed the Council in opposition of the proposed roundabout.

Peter Kelley, 4020 Inglewood Avenue, addressed the Council as chair of the Bike Edina Task Force, in support of the proposed bike lanes.

Jean Uphoff, 6020 Tracy Avenue, addressed the Council in opposition to the proposed bike lanes.

Susan Clark, 5812 West 61<sup>st</sup> Street, addressed the Council in opposition to the proposed roundabout.

Dorothy Kerzner, 5828 Jeff Place, addressed the Council in opposition to the proposed roundabout and widening of the roadway.

William Rodgers, 6100 Arbour Lane, addressed the Council in opposition to the proposed roundabout and widening of the roadway.

Gretchen Shanight, 5612 Tracy Avenue, addressed the Council in support of data-driven decisions, retaining on-street parking and increased bicycle use and safety.

David Henry, 5712 Creek Valley Road, addressed the Council in support of studying and designing for Tracy Avenue as a whole.

Harvey Havir, 6108 Tracy Avenue, addressed the Council in support of studying and designing for Tracy Avenue as a whole.

Richard Conkey, 5605 Tracy Avenue, addressed the Council in support of retaining on-street parking and the proposed bump-outs.

Andrew Langfield, 5805 Tracy Avenue, addressed the Council in support of retaining on-street parking, narrower bike lanes, and no widening of the street.

Janet Kramer, 5616 Warden Avenue, addressed the Council in support of proposed changes.

Michael Sonnek, 5604 Tracy Avenue, addressed the Council in support of a reduced 25 mph speed limit with bike lanes on Tracy Avenue.

Greg Rustad, 5616 Grove Street, addressed the Council questioning the utility of one mile of bike lanes.

Alice Hulbert, 7221 Tara Road, addressed the Council in support of the proposed roundabout and bike lanes.

**Member Swenson made a motion, seconded by Member Brindle, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Mr. Houle and Mr. Plowman addressed issues brought forward during public testimony and described the process used to assure protection of trees during project construction. Mr. Houle described project elements that would provide multimodal transportation yet maintain and enhance a "neighborhood" atmosphere on Tracy Avenue. He indicated the four feet of property required for this project, as proposed, was available within the City's rights-of-way. Mr. Plowman addressed the suggestion to widen the "throat" of Benton Avenue, west of Tracy Avenue, to ease the bus turning movement; however, it would create more pavement for parking or use as a right turn lane. Mr. Houle reviewed options considered for the driveway location of the Enck property. **Member Sprague introduced and moved adoption of Resolution No. 2012-41, ordering Tracy Avenue Roadway Improvement from Vernon Avenue to Benton Avenue, Improvement No. BA-368, subject to inclusion of a 25 mph speed limit from Vernon Avenue to the Crosstown, one radar speed sign at the approach to the school, and bio-swale or stormwater retention plan at the low elevation of the boulevard, north of the roundabout.** Member Brindle seconded the motion.

Members Bennett, Brindle, Swenson, and Hovland spoke in support of the ETC recommendation, noting the current off-set intersection served the neighborhood well by creating traffic calming and bringing traffic to a full stop at pedestrian crossings could be enhance by a lowered speed limit and flashing lights. It was noted that inclusion of bike lanes would enable the City to reduce speed to 25 mph by its own resolution and support was also expressed to install two "No U-Turn" signs. The Council indicated it would not want to impede the progress of fire trucks through the intersection. With regard to moving the curb line to reduce the street width, Mr. Houle explained that boulevards more narrow than the standard five feet would require additional and costly stormwater treatment. Member Sprague spoke in support of the engineer's recommendation to provide sound infrastructure by addressing this substandard intersection.

He suggested this project was the perfect application for a roundabout, would reduce pedestrian and bicycle conflicts, and could serve as a model in other locations. The Council thanked all for the high level of discourse and the ETC for its analysis and recommendation on the project.

Aye: Sprague

Nays: Bennett, Brindle, Swenson, Hovland

Motion failed.

**Member Swenson moved that the Council adopt Resolution No. 2012-41 order the Tracy Avenue Roadway Improvement Project from Vernon Avenue to Benton Avenue (Improvement No. BA-368) as recommended by the ETC, with the Vernon to north of Benton segment as proposed in the Feasibility Study; the Tracy and Benton intersection to be reconstructed with the current off-set alignment; and the addition of a 25mph speed limit, crosswalks and pedestrian safety enhancements at the Tracy and Benton intersection, a radar dynamic speed sign on Tracy, and installation of "No U-Turn" signs on Tracy south of the Tracy and Benton intersection. Member Bennett seconded the motion.**

Member Sprague offered a friendly amendment that stormwater management be incorporated north of the intersection to improve water quality. Member Swenson declined the friendly amendment. The Council requested staff consider Living Streets concepts that might be applicable to this project and to gain community input on those concepts.

Rollcall

Ayes: Bennett, Brindle, Swenson, Hovland

Nays: Sprague

Motion carried.

#### ***VII. COMMUNITY COMMENT***

Andrea Anderson, 11 Cooper Avenue, opined that coyote hazing was not sufficient and urged the Council to take immediate action to mitigate the coyote population.

#### ***VIII. REPORTS / RECOMMENDATIONS***

##### ***VIII.A. RESOLUTION NO. 2012-40 ADOPTED – ACCEPTING VARIOUS DONATIONS***

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Bennett introduced and moved adoption of Resolution No. 2012-40 accepting various donations.** Member Brindle seconded the motion.

Rollcall:

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

##### ***VIII.B. INTOXICATING ON-SALE RENEWAL OF COCINA DEL BARRIO APPROVED***

City Clerk Mangen noted the Council had adopted an amendment to City Code Section 900 to allow the issuance of a 12-month probationary On-Sale Intoxicating and Sunday Sale Liquor License to an entity not accomplishing the required 60/40 ratio of food to liquor sales. Ms. Mangen advised that at the time Cocina Del Barrio submitted its application for renewal, its ratio was 51/49. She reported Ryan Burnet, the owner, developed strategies to achieve the ratio and was willing to accept a \$500 fine. Ms. Mangen stated staff met with Mr. Burnet to review the strategies and recommended approval as staff believed the owner was sincere in his efforts to meet the required food to liquor ratio. **Member Swenson made a motion, seconded by Member Brindle, approving a 12-month probationary On-Sale Intoxicating and Sunday Sale Liquor License to Cocina del Barrio and imposing a \$500 fine.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.